



**CLASSIC CAR ARCHIVE**

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The Chrysler Corporation Turbine Car introduces a pioneering concept in automotive power plant design and function. Evaluation of turbine power by the motoring public is the purpose of the Turbine Car.

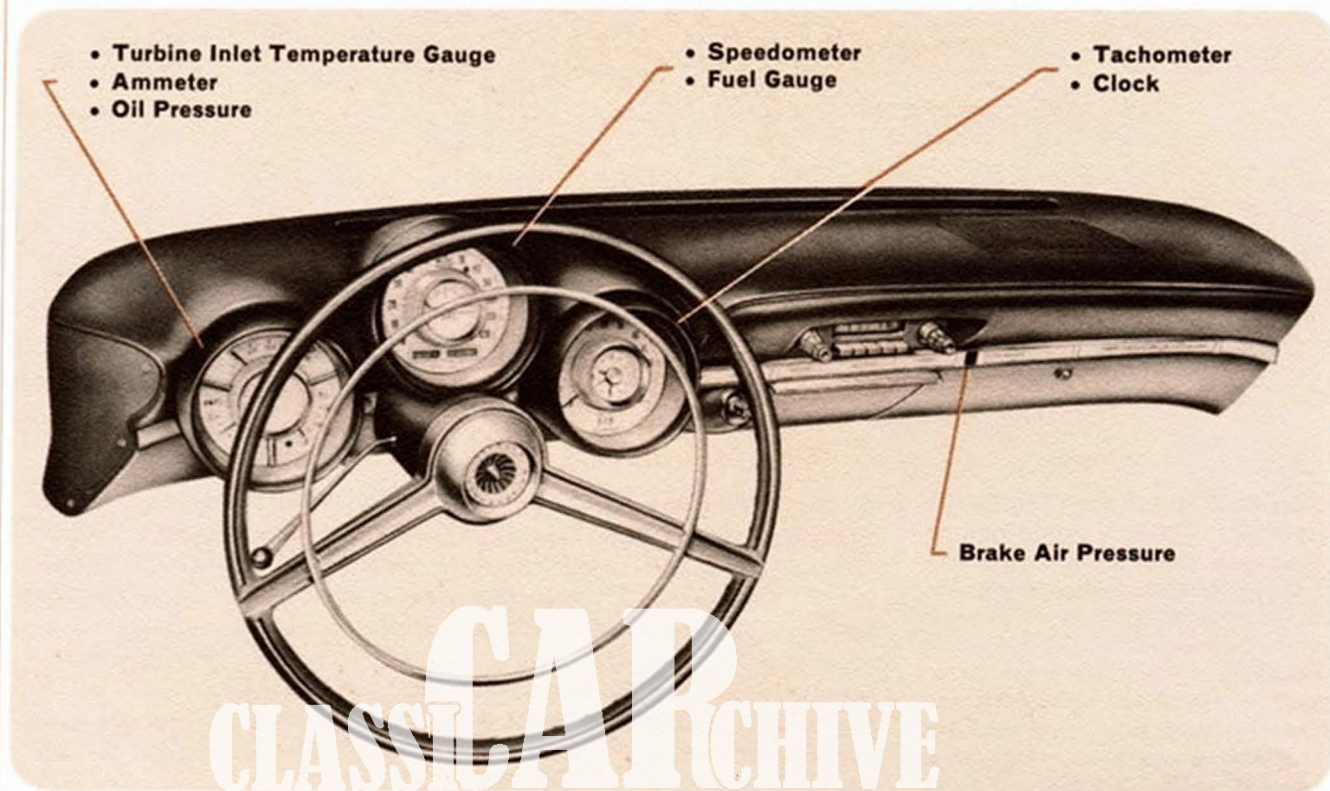
The Driver's Guide was prepared for you . . . the person selected by the Chrysler Corporation to evaluate this revolutionary new vehicle. Please read it carefully and familiarize yourself with

the instruments and operating features of this unique vehicle. The Guide explains how to operate the various controls and points out special features you should be aware of and understand.

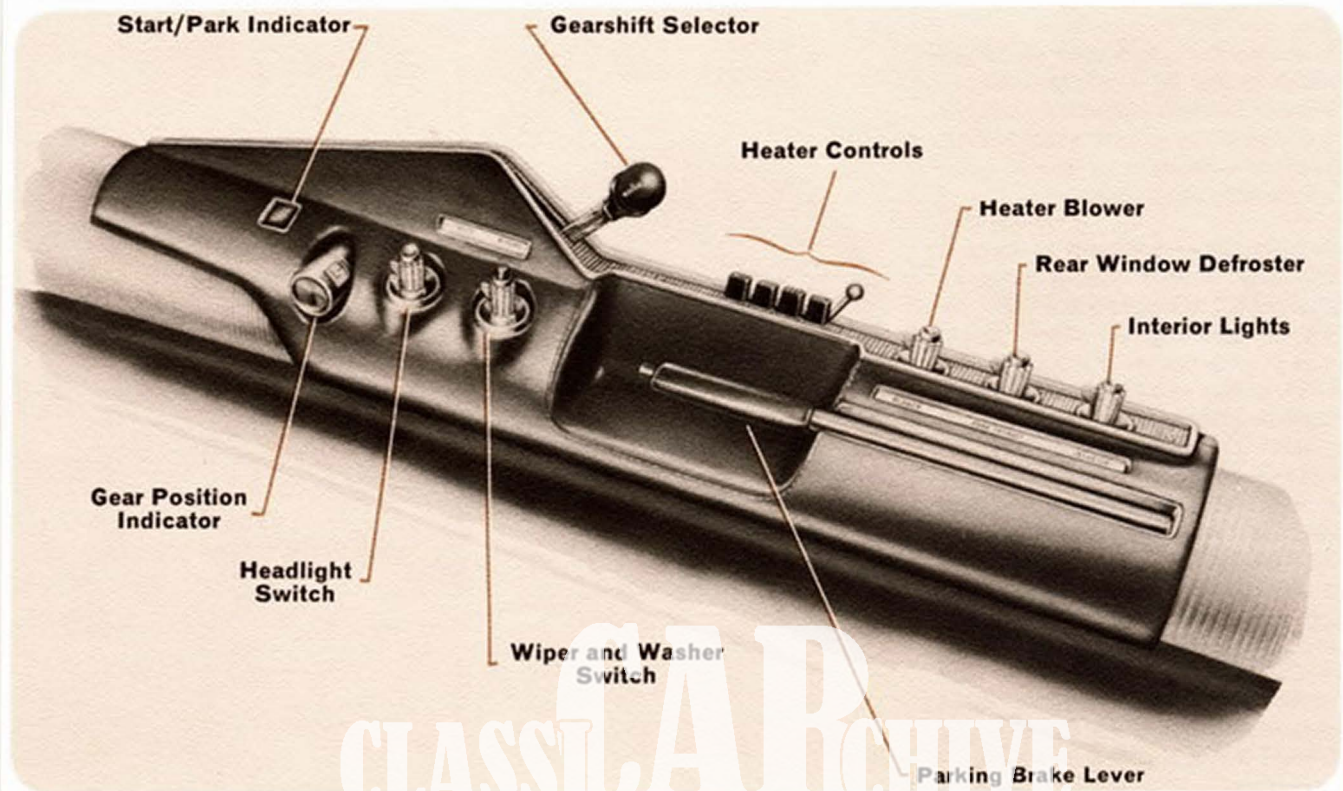
News of the introduction of this car has aroused great public interest. It can be expected that many people who see it will be interested in examining

the turbine car inside and out. Such public interest and inspection is most desirable with supervision. On occasions when the car will be parked in public places, it is suggested that you lock the vehicle rather than leave it open or unattended.

We suggest that you keep this Guide in the glove compartment for easy reference.







### Turbine Inlet Temperature

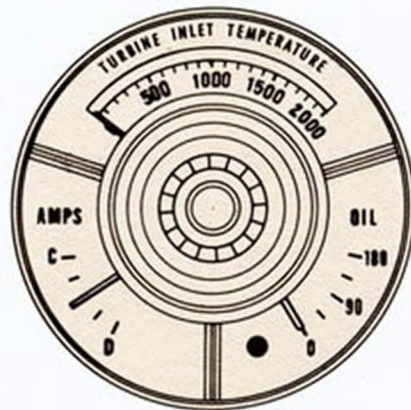
Measures the temperature of the gas which drives the first stage turbine wheel inside the engine. Temperature readings will range from about 1000° F. at idle to a maximum of 1800° F. under acceleration conditions.

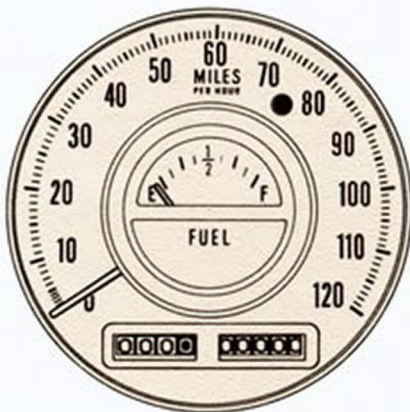
### Ammeter

Indicates whether battery is being charged (C) or discharged (D). Pointer will normally register slightly to (C) side of center on the dial while driving when battery is fully charged and no lights or accessories are in use.

### Oil Pressure Gauge and Light

Gauge indicates pressure **but not level** of hydraulic system lubricating oil. The centralized system serves the engine, transmission and power steering unit. Normal pressure will be approximately 100 psi, in park-start, idle and all forward gears. In reverse only, approximately 160 psi. Light may glow momentarily during starting or idling. Should it stay on, shut down engine immediately.





### **Speedometer**

Located directly in front of you for easy visibility, registers the speed the car is being driven in miles per hour.

### **Odometer**

Located in speedometer dial at lower right, registers the total mileage the car has been driven.

### **Trip Odometer**

Located in speedometer dial at lower left, registers individual trip mileage in miles and tenths of miles. To reset to "zero," pull out reset knob, located on lower edge of instrument panel at left of steering column, and turn right (clockwise).

### **Fuel Gauge**

Located in center of speedometer dial, indicates the amount of fuel in tank when ignition key is in On or Accessory (far left) positions.

### Tachometer

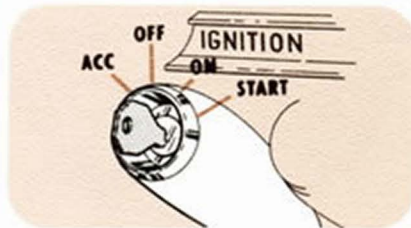
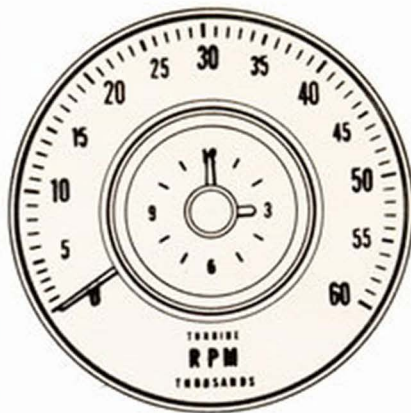
Indicates the speed of the gas generator section of the engine in revolutions per minute. In the section entitled "Operating the Turbine," page 16, the functional relationship of engine speed to car speed is explained. In any event, the engine speed registered on the tachometer should never exceed 44,500 rpm.

### Ignition Switch

This 4-position switch is operated by the Universal Key. Insert key with notches upward. By turning the key fully to the left, to the Accessory position, you can if you wish operate accessories with the engine off. Use of the Start position, by turning the key fully to the right, and of the ignition On position is fully explained under Starting Procedure page 12.

### Interior Light Switch

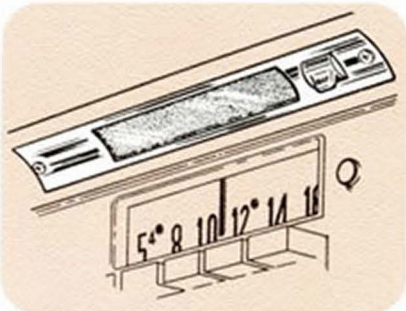
Located farthest to the rear on the center console. To turn on the Interior lights—one light under each end of the instrument panel and one light on each rear quarter panel—rotate the knob clockwise all the way.





### Light Switch

Mounted on console rearward of the gearshift indicator dial. When you turn



light switch knob to the right (clockwise) to the first detent, the front parking lights and taillights are turned on. Turning the switch knob farther right to the second detent turns on the headlights. In either position, the instrument panel and console lights can be dimmed or brightened by rotating the concentric dimmer switch tab at the base of the switch knob.

### Map Light Switch

The light is located above the radio dial with the switch on the right.

### Headlight Beam Selector

Push the foot-operated button on the floor to alternate the headlights between "bright" or "low" beams. A small red light glows near the top of the speedometer dial when the "bright" beam is on.

Proper headlight alignment should provide you with maximum light without blinding oncoming drivers. Remember, too, that as with all cars you may temporarily blind the driver you are following if you approach him too closely with the lights on high beam. So, for your own safety and that of others, use your bright lights thoughtfully.

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### Windshield Wiper Switch

Located on center console to the rear of the headlight switch. Ignition switch must be in the "ignition on" or "accessory" positions to operate wipers. Turn the switch knob to right, clockwise, to start wipers. Turn switch knob farther right to increase speed.

### Windshield Washer Control

Depress button in center of wiper switch knob to spray fluid on windshield. Fluid will spray as long as button is held in, enabling you to use just the amount needed for a good cleaning job. MoPar All-Weather Windshield Washer Solvent used with water, aids cleaning action, prevents line clogging and freezing of fluid.

### Turn-Signal Lever

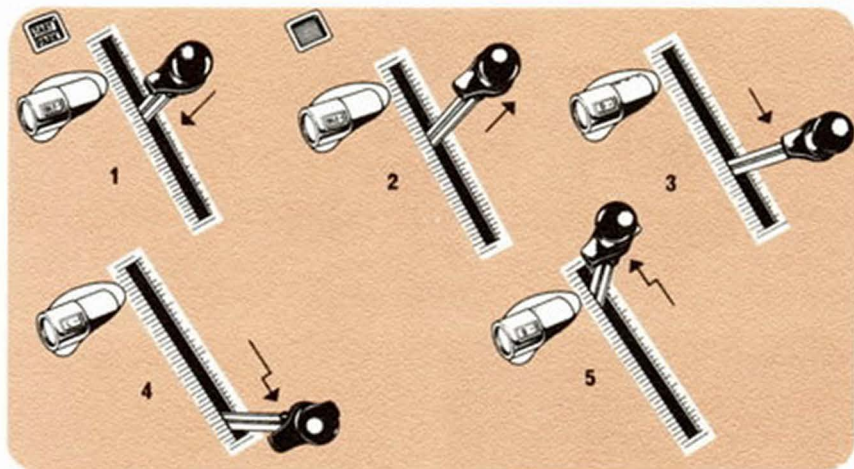
Move turn-signal lever on left side of steering column **Up** to signal right turn or **Down** to signal left turn. With the lever in either position, parking lights and taillights flash to alert other drivers of the direction you intend to turn. Lever automatically cancels signal after turn, but may require manual cancelling after a wide sweeping turn. In the interest of safety, use left turn signal to warn passing cars when



parked along highway. Turn signals can also be used to warn other motorists when changing lanes in fast moving traffic.

### Parking Brake Lever

Located in center console. Pull up lever to set brake. Release brake by depressing button in end of lever and returning to horizontal position.



Five transmission gear positions are provided—**Park-Start**, **Idle**, **Drive**, **Low** and **Reverse**. There is no "neutral" position for the transmission.

Automatic transmission settings are manually controlled by the selector lever on the console. "R," "Idle," "D" and "L" positions of the selector lever are indicated by a separate dial-type indicator mounted on the forward end of the console.

The selector lever has a safety release just below the knob which must be lifted before you can shift to or from

idle and reverse. In addition, the mechanism is gated, making it necessary to move the selector lever sideways before it can be shifted into Reverse or Low. Thus, you can change selector lever position merely by "feel" without looking at the indicator.

**1. The Park-Start position is engaged by pushing down on the selector lever when in Idle position. A separate red warning light, on the console forward of the dial-type indicator, comes on when the ignition key is turned to either On or Start positions and the**

**Park-Start position is engaged.**

The **Park-Start** position locks the transmission. It should be used when parked and must be engaged before the engine can be started.

**2. The Selector Lever must be pulled up to the Idle position before the drive gears can be selected. The Idle position also locks the transmission; therefore, always brake to a full stop before shifting into Idle. The Idle position should be used for prolonged standing with the engine idling.**

**3. For all normal driving, move the selector lever back to the Drive position. Gears shift automatically, according to car speed and foot pressure on the accelerator pedal.**

**4. For better control when ascending long or steep grades, or for better "braking" when coming down, push the selector lever left and all-the-way back to the Low position.**

**5. The transmission is placed in Reverse by lifting the release and pushing the selector lever to the left and all-the-way forward. Always brake to a full stop before shifting into Reverse.**

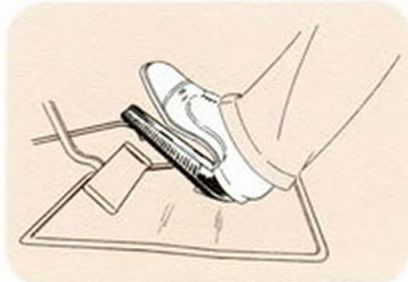
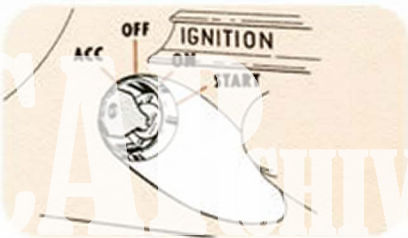
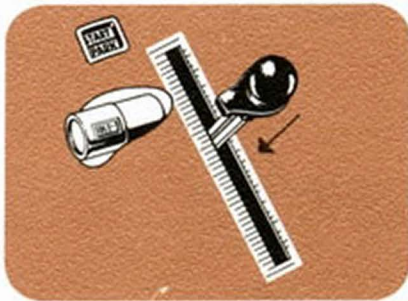


Before you "turn the key" in this new vehicle, familiarize yourself with its New Automatic "Timer Controlled" Starting. You merely turn the key and release it, and then all functions are carried out automatically. If the engine does not start in the pre-set time, it shuts itself off, purges itself of unburned fuel. **It is then necessary to manually reset the start cycle timer located in the relay cover over the left fender before again turning the key.** Be sure to read and understand the following Starting Procedure before attempting to start the engine.

#### Starting Procedure

As a safety precaution, the parking brake lever (located in the center console) should be firmly engaged. To engage, pull up and back on lever. Make sure the automatic transmission selector lever (located in the center console forward of and to the right of the parking brake lever) is moved to the Idle position and then pushed down into the Park-Start position.

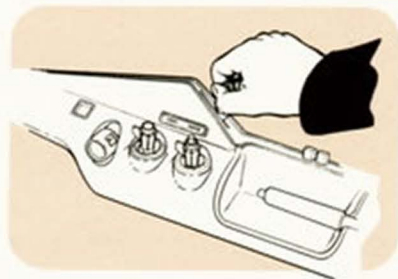
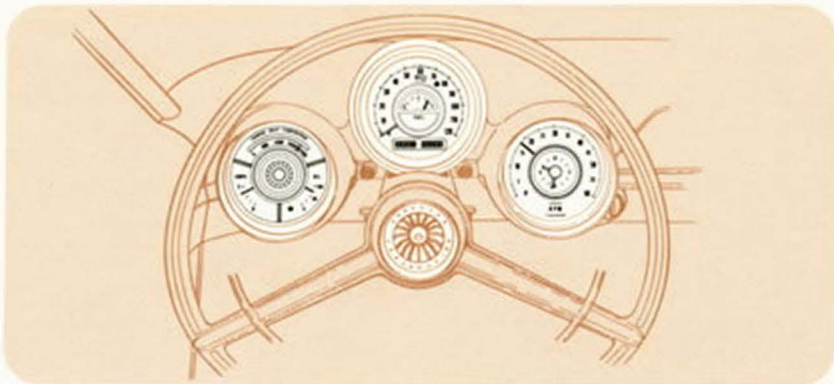
Insert key, with notches upward, in the ignition switch. Turn the key fully to the right (clockwise) and release it. This will energize the "starting cycle."



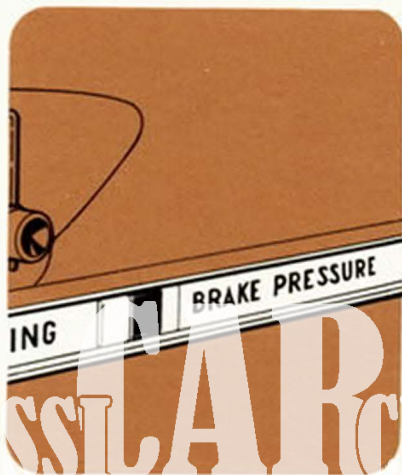
The key will return to the "ignition on" position automatically. **Do not depress the accelerator pedal during engine starting** as fuel flow is controlled automatically.

After a fraction of a second, a "whoosh" sound will indicate that the fuel has been ignited. As soon as the engine becomes self-sustaining, the





Tachometer and Turbine Inlet Temperature gauge readings will rise rapidly to about 18,000 rpm and 1000 to 1200 degrees (depending on outside temperature), respectively. When this occurs, the engine is started and you may proceed to drive.



Always make sure you have adequate brake air pressure before operating the car. Should the Brake Pressure Warning Light (on call out strip to right and below radio) "Glow Red, wait momentarily until pressure builds up and light goes out before driving. Then release the hand brake, move the transmission selector lever to "D," "L," or "R" and press accelerator.

If combustion does not occur within an eight second period a safety switch will de-energize the starting circuit. It is necessary to manually reset the start cycle timer located in the relay cover over the left fender side shield (under hood) before again turning the key. The delay **entailed in the manual resetting** is necessary to allow unburned fuel to drain from burner. Now the starting procedure can be repeated but should not be attempted more than three times. Each time you re-energize the starting cycle, please observe the Turbine Inlet Temperature gauge for combustion which would be indicated by a rising temperature. If the temperature does not rise the engine will not start and you should contact your Turbine Service Representative.

### **What is a gas turbine anyway?**

A gas turbine is something like a small-scale jet engine. Air is compressed and is then heated by the burning fuel in the combustion chamber. There, hot gases expand to drive the turbine wheels and deliver power to the wheels of the car. (See Diagram.)

### **How does it differ from the piston engine?**

For one thing, it's a much more simple engine. It has 80% fewer parts. The size is smaller, the weight lighter. Being air cooled, the gas turbine requires no radiator or liquid cooling system. The electrical system is extremely

### **Questions and answers about the Chrysler Corporation Turbine Car**

simplified with a storage battery, starter generator, coil and only one spark plug.

### **How does it compare for performance?**

The low-speed high-torque characteristics of the gas turbine give it unusually quick acceleration. A gas turbine rated at 130 horsepower on the test stand provides performance comparable to that of a 200-hp piston engine.

### **How about fuel economy?**

About the same miles-per-gallon as you'd expect in a piston engine of the

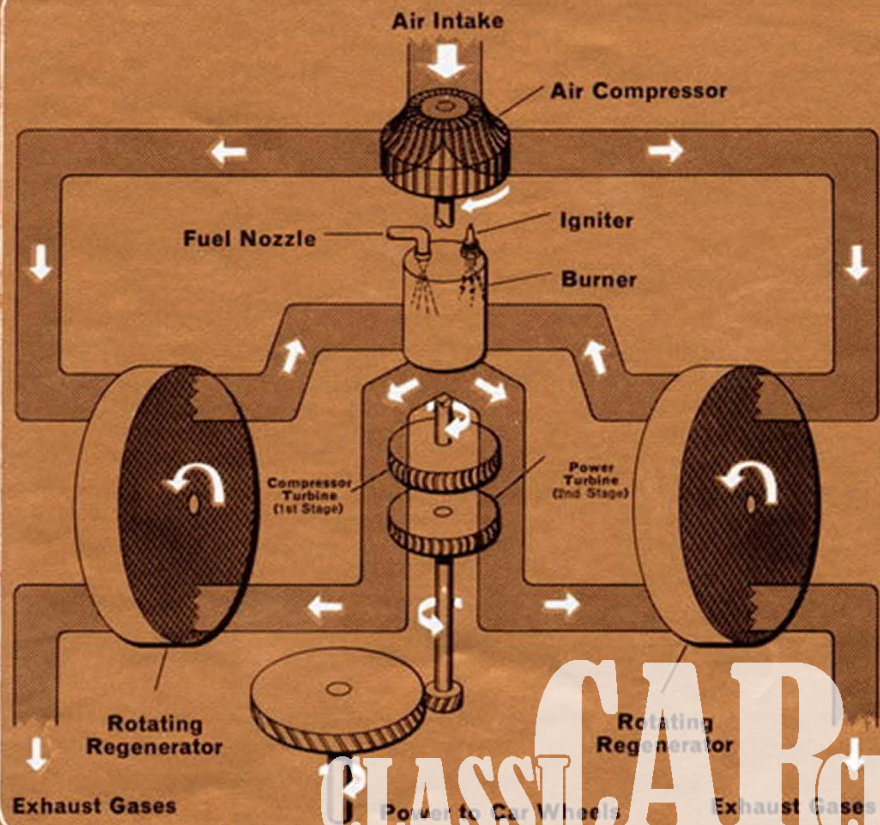
same horsepower, but with one big difference. The gas turbine will burn just about any kind of fuel that will flow through a pipe and burn with air. For complete information on recommended fuels, see page 16.

### **Will I have to learn any new driving habits?**

Probably not. If you are used to driving an automatic-transmission car, you'll have no trouble at all. You just turn the key (the engine starts instantly even in below-0° weather) and step on the gas. No warm-up is necessary. To stop, you release the gas pedal and press the brake. That's all there is to it.

CLASSIC CAR ARCHIVE





### How does it feel to drive a gas turbine car?

The first thing you'll notice probably will be the lack of engine vibration, then the smoothness of acceleration and the tremendous amount of torque at low speeds.

### How about upkeep costs?

Judging by the experience the airlines have had with turbine engines, upkeep costs should be well below those on piston engines. The gas turbine engine is basically more simple, with 80% fewer moving parts.

### How the Gas Turbine Engine Works

Air is sucked into the gas turbine through the **Air Intake**, compressed by the **Air Compressor** and then heated in the **Burner**. The expanded air-gases jet from the burner and spin the **Compressor Turbine (1st stage)** and then the **Power Turbine (2nd stage)**. The 1st stage turbine drives the compressor-impeller and accessories, the 2nd stage turbine delivers power to the car wheels. The **Regenerators** (left and right) salvage heat and transfer this energy to the air coming from the air compressor.

### Similar to Conventional Cars

You will find that driving a car with a turbine engine is similar to a conventional piston engine with an automatic transmission, with these exceptions: In the turbine car, there are engine speed and temperature instruments not normally found in a passenger car, and its starting procedure is a little different. But otherwise it has the braking, acceleration, and automatic drive controls with which everyone is familiar. All of the instruments have been described in detail in the Driver Controls section of this book.

Glance at the Tachometer occasionally as you drive. If you find the engine speed exceeds approximately 30,000 rpm to maintain a 60 mph vehicle speed

on a level highway or if over a period of time an increasingly higher rpm is required to maintain a given speed, contact your Turbine Service Representative. He may consider it advisable to give the engine a performance check. Although an automatic fuel control will prevent over-speeding of the turbine, it is noted here for your information that the maximum safe speed of the turbine is 44,500 revolutions per minute.

### Refueling

The fuel filler-tube is behind a door located in the left rear quarter panel.

### Fuel Recommendations

Recommended fuels in order of preference are Kerosene, No. 1 Diesel, and No. 2 Diesel Fuel. If necessary, these

fuels can be mixed in the tank in any proportions. White (unleaded) gasoline may be used mixed with diesel fuel in warm weather, or by itself in cold weather.

In an emergency, when the recommended fuels cannot be obtained, small quantities (less than 5 gallons) of regular gasoline may be used, but **only enough to bring the car to the nearest source of recommended fuels.** Continuous use of regular (leaded) gasoline will result in extremely harmful effects on engine life.

### Hydraulic System Lubricating Oil Recommendations

Check Hydraulic System oil level at each refueling. With engine idling, apply parking brake and briefly shift



through all gear positions, ending with gear selector in idle. Check oil level with the dipstick located at the right rear of the turbine engine compartment. The oil level should be between the "Full" and "Add One Pint" mark when the transmission is warm and at or slightly below the "Add One Pint" mark when the transmission is cold. You should not have occasion to have fluid added. As an item of information, however, it is essential that only fluid identified as Automatic Transmission Fluid, Type A, Suffix A be used for addition if necessary. No other fluids or engine oil additives or cleaners should be added to the system. If oil consumption is noted, contact your Turbine Service Representative.

#### Battery Care

Remove all caps and check level of electrolyte. Maintain level  $\frac{3}{8}$ " above plates. Add only pure distilled water.

#### Appearance Care

The Turbine Car should be washed often to prevent road dirt, salt, chemicals and other matter from damaging finish. Flood the painted surfaces with cold water to loosen surface dirt and prevent scratching. Use a Mopar Wash Mit, soft brush, sponge or cloth, and dry completely with a clean towel or damp chamois. Mopar Car Wash Liquid added to water will help remove stubborn dirt and road film. Cleaning windows and windshield with Mopar

Glass Cleaner will add that extra sparkle. In hot weather, wash the car in as cool and shady a spot as you can find. Commercial Automatic Car Washing Establishments may be used.

Leather Upholstery should be cleaned with Mopar Multi-Purpose Cleaner or thick mild soap suds in lukewarm water. Apply with sponge or clean cloth and wipe off with damp cloth. Then dry the surface. **Do Not Use** volatile cleaners or solvents on leather upholstery.

Carpeting should be cleaned regularly with vacuum or whisk broom. Remove stains from carpeting with Mopar Spot Remover and Fabric Cleaner or any dependable carpet cleaner.

### Doors

**To lock, unlock or open from the outside:** Insert key in lock with notches up. Turn toward rear of car to lock. Turn toward front of car to unlock. Lift up and pull outward on handle to open doors. Either front door, if locked before closing, will automatically unlock when shut. This feature prevents locking yourself out of the car with the keys inside.

**To thaw out frozen lock,** should it ever be necessary, heat key over match or lighter flame, then quickly insert in lock. Repeat as necessary until lock turns freely. Have lock treated with MoPar Lubriplate or a similar lubricant to prevent recurrence.

**To lock or unlock and open from**

### Doors, Windows, Engine, Luggage and Glove Compartments

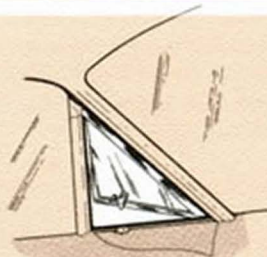
**the inside:** Push release knob forward to lock, pull rearward to unlock and open door.

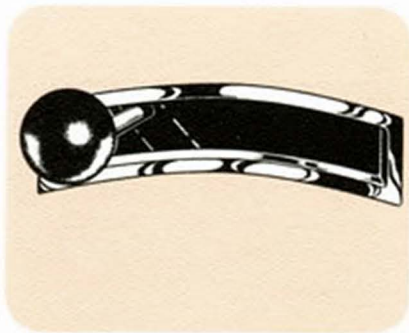
### Windows

A master multiple switch for the power windows is located on the left door convenient to the driver. This master control has four "up-down" switches that give the driver finger-tip control of all four windows. There are single "up-down" switches at each of the other three windows for passenger convenience.

### Vent Windows

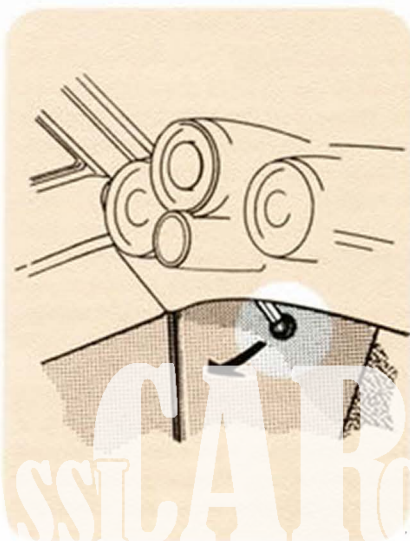
To open, pull handle up and push window out to desired position. To close, pull window in and turn lock handle down.





#### Luggage Compartment

There is no lock or release latch accessible from outside the car. The lid is released from inside the car by pulling a release knob located below arm rest on left rear quarter panel. To close, press down firmly on lid until it latches.



#### Engine Compartment

There is no hood release latch accessible from outside the car. The hood is released from inside the car by pulling a release knob located below instrument panel on left side. Depress the safety catch under front edge of hood at left of center and lift up. To close hood, lower to engage safety catch, then press down firmly to latch.

#### Glove Compartment

**To lock, unlock or open:** Insert key in lock with notches up. Turn to right, clockwise, to lock. Turn to left, counter-clockwise, to unlock. Push button to open. A light illuminates the interior of the glove compartment when door is opened.



**Lights, Mirror, Seats, Clock,  
Lighters and Radio**

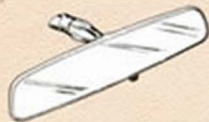
**Courtesy Lights**

When either door is opened lights on the lower part of each door and on each rear quarter below the windows, provide illumination for safe entrance or exit.

In addition, as a door is opened, a red light in the end of the arm rest will flash a warning to passing motorists.

**Rear View Mirror**

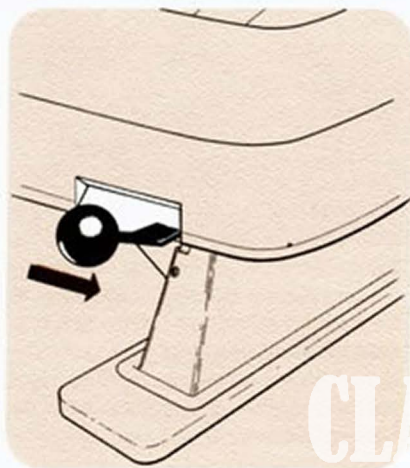
Positioned on windshield glass at a level best for rearward vision. It is a prismatic mirror with a tab adjustment for day and night driving. The night position deflects annoying headlight glare-back.





### Seats

Each front bucket seat is individually adjustable (fore and aft) for the comfort of you and your passenger. The adjusting levers are located on the lower left forward edge of the driver's and passenger's seats. To move the seat while you're sitting in it, move the lever to left and slide the seat forward or backward to the position that suits you best. It will lock in the new position when you release the lever. In the interest of safety, **do not attempt to adjust driver's seat while car is in motion.**

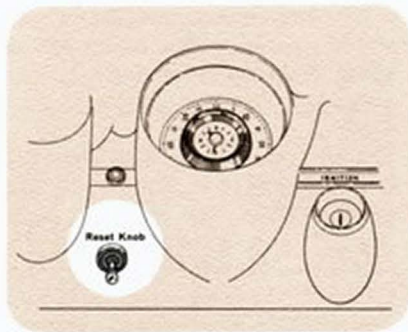


### Seat Belts

Front seat safety belts are provided to afford passenger protection and increased riding comfort. Before you fasten a seat belt, make sure that the two halves of the belt aren't twisted or reversed. To insure complete latching, push the tongue all the way into the buckle. When buckles are properly inserted a snapping sound will be heard.

### Electric Clock

Located in center of tachometer dial. The clock has a self-regulating mechanism for automatically correcting time



gain or lag when reset to correct time. Reset knob is located on lower edge of instrument panel at right of steering column. Push knob in and turn either way to correct time.

### Ash Receivers and Lighters

The front ash receiver, located below the radio, opens by pulling the bar handle. To remove for cleaning, place fingers under front edge and pull toward you. The lighter is located, on the panel just left of the ash tray. Operate by pushing the knob, but don't hold it. When heated, it will pop out automatically.

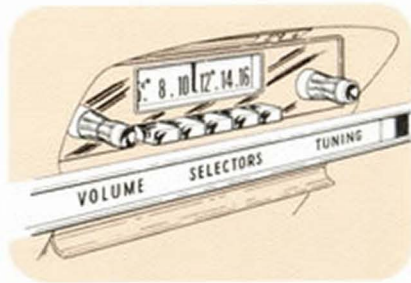
The rear ash receiver and lighter are located in the console between rear seats. A sliding panel conceals them. An opening is provided, forward of the ash receiver, to accommodate a package of cigarettes. Pull up on ash receptacle to remove for cleaning.

### Radio

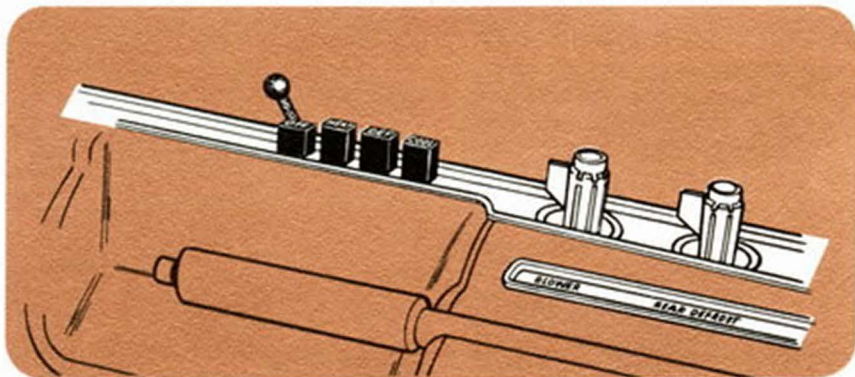
The All-Transistor Radio operates only if ignition key is in "On" or "Accessory" position. The left knob is the "On-Off" and "Volume" control. The ring behind the left knob is the "Tone Control." The five push-buttons automatically tune-in pre-selected stations. The right knob is the "Manual Station Selector." The ring behind the right knob controls the front and rear seat speakers at any desired balance between the two.



Turn the left knob to the right, clockwise, to turn radio on. It will play instantly because of the use of transistors instead of conventional tubes which require a warm-up period. Volume can be increased by turning this knob further to the right. In localities where you are far away from a radio station, reception can be improved by raising the outside antenna to its full height.



**To set push-buttons:** Permit radio to warm up for at least 10 minutes with antenna fully extended. Pull out button furthest to the left. Using the manual station selector knob, carefully tune in the strongest station at left on dial. Press button firmly in to lock station. Progressing from left to right, proceed to the next station until all five buttons are set.



### The Heating System

When the turbine engine is operating "Instant heat" is available. Hot turbine gases are circulated through the heater core to heat the air for passenger comfort. The heating and defrosting controls are located on the center console to the rear of the transmission con-

trols. There are four push-buttons marked "Off," "Heat," "Def" and "Cool." Adjacent to the push-buttons is a sliding Temperature Control Lever. Immediately to the rear of the push-buttons is the Blower Control Knob and behind that the Rear Window Defroster Knob.

### Push Buttons

- Push **Off** button to shut off system including blower.
- Push **Heat** button to heat interior.
- Push **Def** button to clear windshield of fog, frost or ice.
- Push **Cool** button to ventilate during warm weather.

### Temperature Control Lever

Slide lever to regulate the amount of heat desired like the thermostat in your home. Forward position is cool and sliding it toward the rear increases warmth.

### Blower Control Knob

Regulates amount of air flowing into car during either Heating, Defrosting or Ventilating. The knob has three "detent" positions. Fully left (counter-clockwise) is Low. Center detent is Medium and fully right (clockwise) is High. High Speed is recommended only for Ventilation.

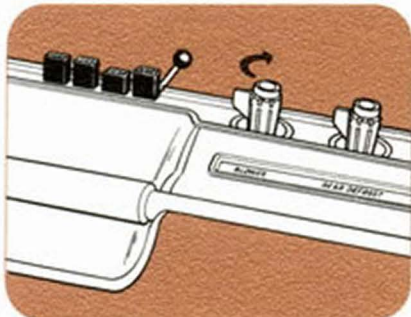
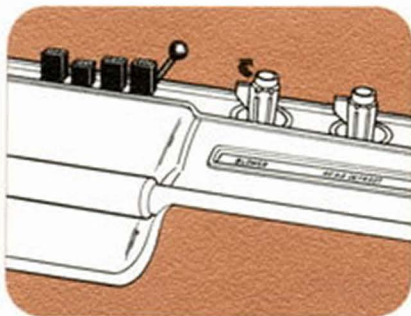
### Rear Window Defroster Knob

Controls amount of air directed on rear window. The knob has three "detent" positions. Fully left (counter-clockwise) is Off. Center detent is Low and fully right (clockwise) is High.

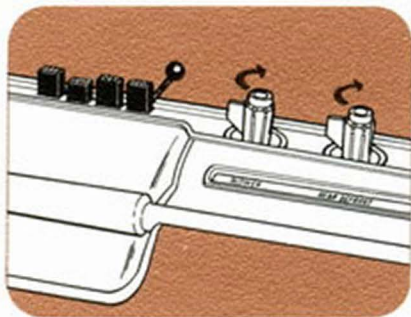
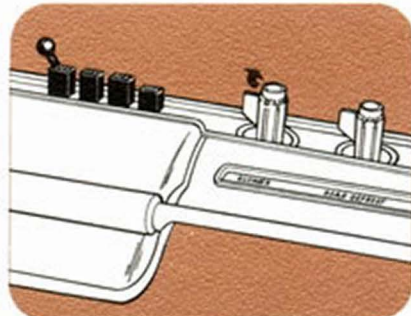


**To Heat the Interior of Car:** Slide the Temperature Control Lever all the way rearward to the warmest position; turn the Blower Control Knob to the right (clockwise) to center detent for Medium speed; and depress the push-button marked **Heat**. After the interior of the car warms up, adjust the Temperature Control Lever and the Blower Control Knob to maintain a comfortable temperature.

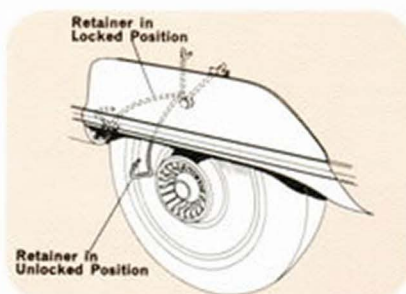
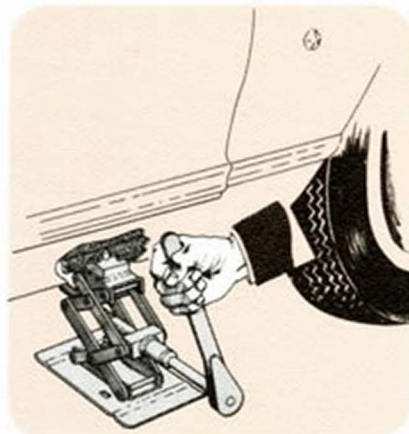
**To Defrost or Defog the Windshield:** Slide the Temperature Control Lever all the way rearward to the warmest position; turn the Blower Control Knob to the right (clockwise) to center detent for Medium speed; and depress the push-button marked **Def**. When the windshield clears, if continued defogging is required, adjust the Temperature Control Lever and the Blower Control Knob to maintain a clear windshield. If heating the interior of car is also desired, depress the push-button marked **Heat** and adjust the Temperature Control Lever and the Blower Control Knob to maintain a comfortable temperature. During heating, some air is directed onto windshield to prevent fogging.



**To Ventilate the Interior of Car:** Slide the Temperature Control Lever all the way forward; depress the push-button marked **Cool**; and turn the Blower Control Knob to either the High, Medium or Low speed according to the amount of ventilation desired. Wing vents should be partially open.



**To Defrost or Defog Rear Window:** Turn Rear Window Defrost Knob fully right (clockwise) to High speed for clearing fog or melting snow or ice. Use center detent (Low speed) to maintain a clear rear window. Turn the knob fully left (counter-clockwise) to shut it Off.



1. Shut engine off, set parking brake and move the transmission gear selector lever to Park-Start. Car should be parked on as flat a surface as possible. Block the wheel diagonally opposite the one to be removed.

2. Remove spare wheel from luggage compartment. Also, take out jack, extension socket and ratchet which are stored behind hinged panel in wall of luggage compartment.

3. Remove fender skirt if a rear tire is to be changed. Reach up under lower edge of skirt, just to rear of the forward edge. Push release lever up, out of its retainer, then push lever in to clear retainer and pull down to release skirt for removal.

4. Pry off hub cap with end of extension socket.

5. Loosen nuts on wheel, about 1 turn, with extension socket and ratchet, before jacking up corner of car.

6. The upper lifting plate on jack has a pin which must be fitted into holes provided in under side of sill panels near wheel openings for proper jacking position. **Do not attempt to raise car at any other point or use any jack except the one furnished with the car.**

7. Fit one end of extension socket to jack and the other to ratchet. Turn right (clockwise) to lower it. To change direction of ratchet action, merely remove from extension and install in reverse.

8. When car is raised sufficiently, remove nuts and pull wheel off hub.

9. Install spare and lightly tighten nuts, alternating from upper left to lower right and upper right to lower left. Lower car and then finish tightening the nuts. Put hub cap in place and hit sharply with heel of hand to seat it properly. Remove block from wheel.

10. Place skirt in position, with locating pin in hole at front of wheel opening. Push release lever in and up, then secure lever in retainer on lower inside edge of skirt.

#### Emergency Starting Procedures

The turbine engine cannot be started by pushing the car, and this procedure should never be attempted. If the trouble appears to be a discharged battery, a booster battery and jumper cables should be used. If this fails to start the engine, do not permit the emergency service man to attempt to diagnose the trouble. Instead contact your Turbine Service Representative.

#### Towing

To avoid damaging the transmission

never tow the car except with a rear-end pickup or with propeller shaft disconnected. This does not apply when the car is being conveyed through a commercial auto wash, due to the very low speed and short distance of travel. On entering the auto wash move the gear selector lever to **Drive** and turn off ignition.

The Turbine Service Representative will supervise servicing of this car,

nevertheless, the following pages of specifications, capacities and data are provided as items of information. **Please note the Recommended User Maintenance Services listed on page 28.**

#### Identification

The car serial number is stamped on a plate attached to the forward pillar of the left front door.



**Dimensions**

Wheelbase.....	110.0 Inches
Tread—Front.....	59.0 Inches
Rear.....	56.7 Inches
Over-all Length.....	201.6 Inches
Over-all Width.....	72.9 Inches
Over-all Height (with 4-passenger load).....	53.5 Inches
Minimum Ground Clearance.....	5.6 Inches

**Light Bulbs****Number**

Headlights.....	6012
Instrument Panel Lights.....	57
Map Light.....	1004
Radio Dial.....	Electroluminescent
Turn Signal, Front and Rear.....	1034
Parking.....	1034
License Plate.....	67
Stop and Tail.....	1034
Back-Up.....	1073
Under Instrument Panel Courtesy.....	1004
Quarter Panel Courtesy.....	1004
Lower Door Courtesy.....	1004
Door Arm Rest Red Flasher.....	90
Under Hood.....	1004
Glove compartment.....	1891
Luggage Compartment.....	1004

**Tire Size**.....7.50 x 14

**Tire Pressure** (Cold, all wheels).....24 lbs.

**Engine**

Regenerative Gas Turbine	
Maximum Horsepower at 3600 RPM, Output Shaft.....	130
Maximum Torque (lb.-ft. at stall).....	425

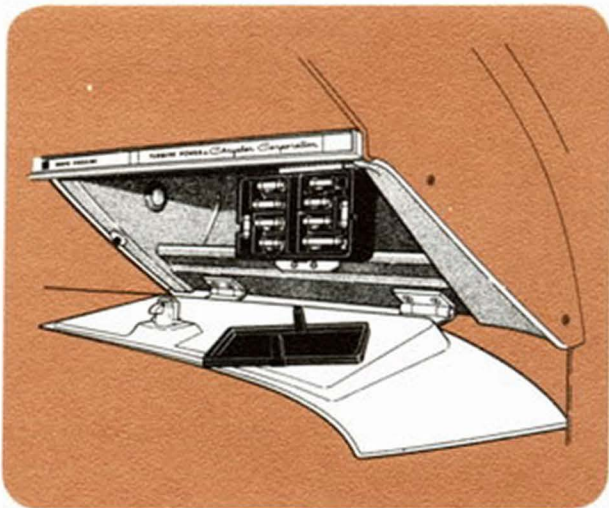
**Oil Filter**.....Replaceable paper element

**Igniter Plug** (only one required)

Gap and Number......07-.08" air cooled type

**Fluid Capacities**

Fuel Tank.....	21 gallons
Transmission (This single system supplies the transmission, turbine engine and power steering.).....	6 quarts*
*Add 1 quart with filter change.	
Rear Axle.....	4 pints

**Electrical System Fuses**

Fuses for the radio, cigarette lighter, heater, tail-stop-courtesy lights and accessories are retained in a fuse box mounted in the upper surface of glove compartment and hinged to swing downward for access to fuses. Identification and ampere sizes of each fuse is marked on the box.

## RECOMMENDED USER MAINTENANCE SERVICES

- 1.** Ensure proper fuel selection.\*
- 2.** Check level of hydraulic system oil at each refueling.\*
- 3.** Maintain battery electrolyte level.
- 4.** Maintain windshield washer fluid level.
- 5.** Maintain proper tire pressures (24 lbs. cold).
- 6.** Wash exterior and clean interior of car.\*

\*See pages 16 and 17 for details.

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